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2. Other Bulgarian Airfields under Construction

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THIS IS UNEVALUATED INFORMATION

Kumaritsa Airfield

1. The recently completed Kumaritsa Airfield, for jet airplanes, is located about 14 kilometers north of Sofia, between the villages of Kumaritsa (N4248 E2320), Dobroslavtsi (N4249 E2317), and Mirovyane (N4247 E2318). This airfield, built by Trudovaks, was called Project #0025. Approximately 3,000 Trudovaks were employed on this project which was started in May and was completed in November 1951.
2. Upon completion of the runways, there was a reduction in the number of Trudovak personnel but work was still going on [redacted] in May 1952. This work consisted chiefly in grading near the runways, seeding lawns, and constructing buildings and roads around the airfield. At the time [redacted] living quarters for airfield personnel were being built. Chief Engineer Krustev, approximately 32, short, with dark hair and dark eyes, was supervisor of the Trudovaks employed in construction work. [redacted] Krustev was also the engineer for that project and is considered to be a specialist in the construction of runways.
3. The landing strip and the main taxi-strip are both 3,000 meters long and are separated by a grass island 100 meters wide. There are three connecting taxi-strips, each approximately 40 meters wide. The landing strip is 80 meters wide and the central portion of the runway is constructed of hexagonal concrete slabs, each having a diameter of two meters and a thickness of 20 to 25 centimeters. The borders of the runway are made up of two rows of rectangular concrete slabs two meters long, one meter wide, and approximately 25 centimeters thick. These slabs are slightly inclined toward the center of the runway. At regular intervals, there are iron grills for draining rain water. Asphalt and a white elastic

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substance are placed between the slabs. A white guide-line one and one-half to two meters wide is located in the center of the landing strip.

4. Approximately 40 hexagonal hardstands, 10 meters in diameter, are located on both sides of the taxi-strip. Each of these stands has two iron anchor rings next to the taxi-strip and one anchor ring in the rear for securing the planes when they are parked.
5. A paved strip approximately 300 meters long and 40 meters wide is located on the southern limit of the landing strip and extends to a high stone wall. It was rumored that this area would be used as a firing range.
6. A road six meters wide leads from the northeast corner of the taxi-strip to the stone quarries. Seven hundred meters from here the road follows a semicircular course around the airfield's fuel storage tanks. These fuel tanks are buried and their tops are level with the ground. Three vents, each 50 centimeters high, are visible.
7. Another paved strip 100 meters long and 40 meters wide has been constructed on the northern end of the long taxi-strip.
8. On the west side of the landing strip, the terrain has been leveled and seeded with grass. On the east side, an apple and pear orchard has been planted.
9. A new highway, being built between Kumaritsa and Dobroslavtsi, runs parallel with the runways. In the vicinity of the fuel dump, the new highway crosses the road to the quarry.

Other Bulgarian Airfields under Construction

10. [redacted] Trudovaks [redacted] during 1950 and 1951. [redacted] worked on airfields for jet airplanes near Razmar (N4229 E2623), Dobrich, and at Graf Ignatiev [redacted] an airport was being built near Malevo (N4151 E2537) or Uzundzhovo (N4158 E2539), Khaskovo District.
11. It was rumored [redacted] that an airfield was being constructed near Gabrovnitsa (N4332 E2315), Mikhaylovgrad District, and that the grading machines from Kumaritsa were being sent there. In January 1952, a group of Trudovaks was transferred from Kumaritsa to Gabrovnitsa.

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